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BREWED
GINGER BEER
IN STONE BOTTLES.

OUR GINGER BEER

Is prepared from the freshest and best ingredients.

Is the only GINGER BEER in the Colony that is really BREWED.

Is of the highest standard of excellence and purity.

Is a refreshing and health-giving beverage.

PRICE IN STONE BOTTLES:—

Per dozen.....\$2.25

\$1.50 per dozen is allowed for the bottles when received back at our factories in good condition.

A. S. WATSON & Co.,
LIMITED,
BREWERS OF GINGER BEER AND
ERATED WATER MANUFACTURERS.

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CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

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17A, QUEEN'S ROAD.

FURNITURE
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DRAWING-ROOM,
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FURNITURE.

ELECTRO-PLATED,
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PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
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REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355d]

SAN MIGUEL
San Miguel. San Miguel.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 25, 1903.

THE LOCAL ADMIRALTY DOCKS.

As will be seen in an announcement made in another column a deputation of the Committee appointed at yesterday's meeting will meet His Excellency the Governor at the Legislative Council Chamber at a quarter past eleven o'clock to-morrow forenoon. A report of the meeting will appear in our to-morrow's issue. The remarks attributed to certain speakers at the preliminary meeting held at the Hongkong Club yesterday, appear not to have been correctly set out in the minutes of proceedings with which we were favoured, and which were published in the *Telegraph* of last evening. It is not to be wondered at, as when the speeches were delivered Mr. Pollock had not then been appointed the secretary, and naturally took no notes during the speeches. The Honourable Sir Paul Chater, C.M.G., spoke as follows:—"Mr. Shewan and Gentlemen—As it is your wish that I should preside over the proceedings for which we are met, I shall be glad to do so and to promote, as far as lies in my power, the object which one and all of us have in view. Doubtless some of you are aware that two years ago I made an attempt to secure for the Colony a continuous Praya, but unfortunately without success. It would seem, however, if rumour be correct, that an opportunity for endeavouring to obtain that object appears likely to offer. I shall, therefore, be glad to have the views of any one present, in reference to this matter. I need not enlarge on the importance of this question. I am sure it is the ardent desire of the whole community to see their City possess one unbroken sea frontage." (Applause.) Then addressing the meeting, Mr. Shewan said that "they had been called to consider the advisability of making an effort to have the new Admiralty Dock removed from the Praya in Queen's Road where, he thought, everyone agreed it was entirely out of place. From information he had received he understood that even the Naval Authorities would be willing to remove to another and a better site. He did not set up as a judge of these matters; but it did not seem to him that it would be very difficult to find a better site; for a more inconvenient one than the present could not be found anywhere. He believed that not only the mercantile community, but the Colonial Government and the Military were dead against the works remaining where they are, so if it did nothing else the present agitation would strengthen the hands of the authorities all round. Under those circumstances it seemed to him to be the bounden duty of the community to make a strong and determined effort to get the Dockyard removed from the centre of the city. This was only a preliminary meeting, and his idea was that the Chairman should simply take the sense of the meeting for or against the proposal, as then if they were, as he felt sure they would be, unanimously in favour of agitating for the removal of the Dockyard, they should elect a committee of representative men to decide further action—either by forwarding a petition to the Home Government or by holding a public meeting to concentrate opinion. Whatever they decided to do must be done quickly and heartily. Sir Paul Chater was with them and had, he believed, a complete scheme ready to meet all the objections that might be raised by supporters of the present site, and he knew that their friend, Mr. William Danby, had all the details in this matter, at his fingers' ends. This agitation might be a forlorn hope, though he did not think so; but anyhow, let them go forward bravely with it, and if it be a forlorn hope may it end as many forlorn hopes in their country's history had ended by carrying everything before it (Applause)." At this stage it may not be uninteresting to again give the views of the supporters for the retention of the Dockyard on the present site. The *Indian Engineering* thus sets the case for the Admiralty selection:—"The scheme of improvement projected included the acquisition of the sites occupied by the Naval Yard, the Military Hospital and other works along the harbour front, as also the War Office reclamations, and public unofficial opinion strongly urged the removal of the naval works across the bay to Kowloon on the mainland. A little reflection, however, will convince any even-minded Imperialist of the danger of such a proceeding. In the event of Britain being engaged in a great war, in China, an event of ever present possibility, a large and properly equipped dockyard at Hongkong would be of the first importance to our Navy. It would not take a hostile Power long to realise this, and one of the first expeditions of its fleet would be to bombard the head-quarters of the British. The present site of the dockyard is splendidly protected. It can only be approached by two strongly guarded channels, and the height of the Peak and other hills protect it from a bombardment from the south or sea side of the island. A dockyard at Kowloon would not only be open to a land attack, but would be easier of assault by water. Then there is the further and, to our mind, the most important consideration of the inaccessibility of Kowloon from Hongkong during a typhoon, which is of such frequent occurrence in the China Sea. The bay—or so-called harbour—dividing Hongkong from the mainland is then a seething cauldron in which no boat can live, and for the nonce Hongkong and Kowloon are as far apart as England and America. The disadvantage of such a condition at a time when the delay of an hour might mean the destruction of a fleet is too apparent to need further elucidation. No, we thoroughly agree with the decision of the Admiralty, and so will all those in India and Burma who are connected with the large trade to the East, which is carried on by that splendid fleet of steamers that ply regularly between Bombay, Calcutta, Rangoon, and Hongkong." It will be remembered that, on the 25th July, 1901, it was stated in Parliament that Mr. Arnold Forster, Secretary to the Admiralty, and the Naval Advisers of the Admiralty had fully considered the suggestions concerning the proposed removal, but had decided to retain the present site, the area of which had been much extended. In recording that decision we remarked, editorially, that we fancied the Admiralty could not have considered the matter as thoroughly as could be wished and concluded that "time will show that we are right in our views." That time has now arrived, and the interchange of views that will be obtained at the meeting in the Council Chamber to-morrow will, we trust, once for all remove any doubts in the minds of the Naval Officials that, after all, local knowledge and experience of the commercial community are the safest guides in all matters relating to the Colony. To-morrow's meeting will be public.

LOCAL AND GENERAL.

Anything in the Photographic line, no matter what it may be, can be had at LeMunyon's.—*Adv.*

UNIFORM time has been initiated at Capetown and at Cairo. All the public clocks in South Africa were advanced half-an-hour at midnight on the 1st inst.

AT Adelaide on the 18th ult. two P. and O. Captains, Capt. Cole, *Australia*, and Capt. Crew *Victoria*, were each fined £3, with £2.25 costs, under the Immigration Restriction Act, for having allowed coolie firemen to go ashore.

THE British twin-screw cruiser *Pique*, commanded by Capt. H. C. Reynolds, and H.M.S. *Yalwal* arrived here yesterday. The first-class cruisers *Spartiate* and *Europa* will be joining the China Station on or about the end of April.

READERS are reminded that the opening of the Tung Wa Extension Hospital by H.E. the Governor will take place at 4 p.m. to-morrow. Ladies are particularly invited to attend. A full description of the new building was printed in our issue of Monday.

THE Bishop of Victoria will probably remain here till Easter, after which he will make his customary tour in the Fuh-kien province until Whitsuntide. The meeting of the Bishops of the Anglican Church in China will probably be held in Shanghai early in June.

Bring your Developing and Printing to LeMunyon's. Your work there is guaranteed in every respect.—*Adv.*

Two Russian seamen were charged by the master of the s.s. *Kwong Sung* with being stowaways whilst on a trip from Shanghai to Hongkong. The stowaways were only discovered when the vessel was entering Hongkong waters. They were each fined \$20, or three weeks.

WE are informed that whilst a native coolie, engaged on the Quarry Bay works, was having his evening meal, a huge boulder of rock fell on him and lacerated the knee of his left leg in a frightful manner. This was due to blasting operations which were taking place a short distance away. The injured man was removed to the Tung Wa Hospital.

Just call up Phone 390 or write to P. O. Box 368. Either will find LeMunyon, and he is always ready to serve you.—*Adv.*

THE *Opinion* of Saigon tells of short crops, death, and distress in several provinces in that quarter. The price of grain has risen considerably, and millers are hard put to it to work at a profit. Several rice mills are in trouble and a very large mill had lately a narrow escape from failure; and could only tide over the hard times by procuring heavy banking advances.

At the instance of Mr. J. Lacock, a native residing at Quarry Bay, was charged with stealing couplings belonging to the railway trucks. The Magistrate sentenced him to three months' hard labour, with an additional month for attempting to break open the cell of the Shaikwan Police Station, where he was confined previous to his being brought before the Magistrate this morning.

Every steamer from the United States brings great quantities of Kodaks and Photo Supplies for LeMunyon, No. 31 Des Vaux Road.—*Adv.*

In the House of Commons the Attorney-General promised to introduce a bill, at the earliest possible moment, relating to public companies and fraudulent balance-sheets. He stated that under the Act of 1861 the prosecution must prove that such balance-sheets were intended to defraud shareholders or creditors. The Act is silent regarding attempts to induce outside public to invest in such concerns.

Our Dry Plates, Paper, Film, etc., etc. guaranteed to be strictly fresh and satisfactory in every way. C. E. LeMunyon, No. 31 Des Vaux Road.—*Adv.*

THE lessee of the K W Shing Theatre was charged by Constable Appleton with failing to make the necessary arrangements for the escape of the audience at the theatre in case of fire. The constable stated that last evening, while on duty at the theatre, a fight took place for seats, and the audience, numbering some 2,000 in the pit and 780 to 800 in the gallery, attempted to escape, but could not find any means of exit. The defendant admitted the offence and was fined \$50.

BEFORE Mr. J. H. Kemp this morning, six ricksha coolies were charged by two officers of the P. W. D. for refusing hire. It appeared that a few days ago, these two officers had certain work to perform on the Kowloon New Road and ordered two rickshas with three men each to wait for them on their return at the toll junction. After finishing their work they rode for about ten minutes and then remembered they ought to have measured a certain bridge and ordered the ricksha coolies to retrace their steps. This the coolies refused to do, and the officers, in order to enforce the presence of the rickshas and the coolies on their return, took the seats of the rickshas with them and walked the distance. After completing their work these officers returned to the spot where the rickshas were, but found that they had disappeared. The coolies stated that they were hungry, and did not bargain to go back to the original place. They were discharged.

To see one of the beautiful Kodaks at LeMunyon's is to buy one. Just call and make him a visit. You will be well repaid.—*Adv.*

PLAGUE AT GOVERNMENT HOUSE.

A case of plague was reported from Government House yesterday afternoon. Of course, it was a case occurring in the coolie quarters, and steps were immediately taken by the Sanitary Board authorities to thoroughly cleanse and disinfect the premises. The Government House party removed to their Peak residence to-day.

THE LOCAL ADMIRALTY DOCKS.

MEETING AT THE COUNCIL CHAMBER TO-MORROW.

WE are requested, by the Honorary Secretary, to state that His Excellency the Governor will receive a deputation of the Committee, appointed to obtain the removal of the Admiralty Dockyard from its present site, at the Legislative Council Chamber at 11.15 o'clock in the forenoon to-morrow (Thursday). The attention of members is called to the alteration in the date and place fixed for the deputation to meet the Governor.

PAHANG GOLD MINING.

The Raub Australian Gold Mining Company's mill has, says the *Malay Mail*, been stopped for several days during the past week to effect alterations and repairs, and to connect a new pressure tank with the mill. The stamp boxes have been cleaned out, but it is not expected that the result will total over 4 dwts. when added to the previous results. Some work is being done to the north-east of Bukit Komar, at a spot formerly tested by Mr. Waters, but so far the results obtained have not been brilliant. Much anxiety is expressed in the district as to the "new departure of some magnitude" which has been promised by the Raub Company's manager in a letter to the *Strait Times*, (reproduced in the *Telegraph*).

The previous manager at Raub had just started some rather extensive new works at the Slope Mine and at Bukit Nibong; indeed, at the former place, a set of poppet legs, 70 feet high, had been erected, in addition to very fine pumping and winding plant with boiler. At Bukit Nibong smaller pumping and winding gear was in position. Both places have been partly dismantled and abandoned. The Malaysian Company at Bukit Malacca, Raub, seems, says that journal in conclusion, to be on a fair stone. It is said that their last clean up gave nearly 8 dwts. per ton.

It is rumored that the Western Lode Company have decided to close down their mine within a short period, the crushing results being unsatisfactory.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 25th at 11.25 a.m. The barometer has risen generally, particularly over Japan. An area of high pressure lies over N. China, Manchuria and the N. part of the Sea of Japan; and the depressions seem to have filled up off the S. coast of Japan.

Fresh monsoon along the China coast, moderate monsoon over the N. part of the China Sea. Forecast: moderate N.E. winds, cloudy.

THE SANITARY BOARD ELECTION.

In our shipping *Express* issued at one o'clock this afternoon we published the following:—
RATEPAYERS HAVE TWO VOTES.

As we have already pointed out the election of two members of the Sanitary Board will take place at the City Hall at 4 p.m. to-day when the following candidates will be proposed and seconded:—Messrs. F. A. Hewett, A. Shelton Hooper, H. E. Pollock, K.C., and Ahmet Runjahn.

His Excellency the Governor, in view of a petition presented regarding the interpretation of the Ordinance giving ratepayers one vote only, although two candidates are to be elected, has now decided that for the purposes of this election each ratepayer shall have two votes.

Later in the day the following *Express* was received at this Office:—
"Sanitary Board Election, to-day, at the City Hall, 4 p.m.

Vote for Pollock and Hewett! The practice that has before obtained at these elections, whereby each elector may vote for two candidates will be adopted.

Vote for Pollock and Hewett, the independent candidates!"

The hour officially appointed for the election to take place was 4 p.m. By that time a large number of ratepayers entitled to vote had assembled at the City Hall. Mr. J. W. Norton Kyshe, Registrar of the Supreme Court, acted as Returning Officer and Messrs. A. Eth and A. Chapman as scrutineers, while Mr. Leo D'Almeida Castro assisted. The proceedings commenced by Mr. Norton Kyshe reading the Government notifications ordering the election, the section of the Public Health and Buildings Ordinance relating to the constitution of the Sanitary Board and schedule C containing the rules governing the election. He then announced that nominations had been received as follows:—

Edbert Ansger Hewett, proposed by John Hughes Lewis, seconded by Edward William Mitchell.

Augustus Shelton Hooper, proposed by Edward Osborne, seconded by William Arthur Cruickshank.

Henry Edward Pollock, proposed by Bendor Layton, seconded by Gideon Ballock.

Ahmet Runjahn, proposed by John Lemm, seconded by Ernest Manning Hazelard.

He then proceeded to explain that, if electors did not wish to vote for more than one candidate they could "plump" and vote bodily for him, although they could only record one vote for any one candidate. Of course, he concluded, if any candidate wishes to address the electors they are at liberty to do so. There can be no possible objection to that.

No one addressing those present, the polling commenced and was continued till six o'clock, when the result was declared, amid applause, as follows:—

POLLOCK	225
RUMJAHN	141
HEWETT	121
SHELTON HOOPER	105

The result was announced at 7.05 p.m.

TIENTSIN.

(From Our Own Correspondent.)

TIENTSIN, March 22nd.

HONGKONG CORRESPONDENT.

I have been plodding through the reports of Hongkong's currency meeting, and only regret that such a vast amount of able discussion did not issue in more than a timid decision to do nothing. The currency question is emphatically one in connection with which faint heart will win no fair lady. Realizing present evils we must be prepared to face some difficulties and unpleasantries in the attempt to right them. The currency reform of any country is a difficult problem, but with China peculiarly so, and no scheme propounded will obviate the experiencing of some awkward phases, and some temporary losses. But this is surely not a sufficient reason for making no effort to alleviate our lot. Tientsin seems to have been the only place so far that has had the temerity to point a remedy at all, and there are not wanting those who declare we are taking too much upon ourselves, as an insignificant port, in presuming thus to thrust our financial suggestions upon the notice of the world, when there are London and New York with ready-made professional financiers who alone can command the right to be listened to. Nevertheless, Tientsin may peg away at its scheme, and wonderful to relate may even be listened to somewhere, some day.

Things have been flat here the last few days, nothing happening but the continued drought and increasing sickness. The sky has been overcast with promises of rain for days, but all we get is cold winds and dust. So many families are going home that rather slack interest is being taken in things generally, and the recreative impulse of the community is mostly go-lows. Few steamers are coming up, and their number will get beautifully less if the present scarcity of cargo continues. In Chinese circles the whole public interest centres in the royal visit to the Tombs, and an elaborate scheme of railway guards and military escorts has been thought out and authorized by Edict. The wretched people along the royal route shiver with dread at the approaching visitation. The enormous number of officials, enrolled in the "Imperial train" means a truly horrible tale of robbery and extortion all along the line.

RUMOURS.

Dame Rumour is active with suggestions that possibly the Court may press on to Honan where there is a palace, and possibly strange

things may happen in Peking. But I do not attach any serious importance to these reports although the condition of the country all round appears to justify almost any report, no orders have yet been received by the military and they are quite in the dark as to how the cat is going to jump, whether for another year's stay or wholesale evacuation. There is not a civilian there but believes the latter policy would almost immediately herald disaster. If the troops remain on for another two years, important changes will probably have taken place in Peking which will tend to greatly clear the atmosphere, and simplify the situation; or something will have happened even with the troops here.

THE S.S. "BINH THUAN"

Messrs. Kinghorn and MacDonald have received no further telegrams or communications regarding the sailing of this steamer.

MANILA TRADE.

Trade generally in Manila does not seem to be abnormally brisk, the tightness of money, scarcity of labour, Customs duties, and high taxation militating greatly against it. In their monthly circular for March, Messrs. W. A. Fitton & Co. report that "though the situation is well in hand as regards finance, opinion is divided as to the new currency law recently enacted by Washington. The fact that this important question has had attention, is a source of satisfaction to all interested in the future of these immensely rich islands. Whether we shall get an insular peso exchangeable at say, 2 for 1 U.S. dollar, is an undecided point. Given the seigniorage due Government on re-coining of the Mexican and Spanish currency in circulation, we are of opinion that, notwithstanding the heavy expenses incurred in settling or pacifying the Philippines, Washington should pocket any loss, and arrange exchange at 1 to 1 Mexican or Spanish, for one American dollar. This, as mentioned, will cause some loss, but the opportunity to protect business men, and incidentally the Filipinos, was passed by so recently that there is nothing for it but an equitable settlement on a 2 for 1 basis. These are our ideas, and we await Washington mail advice with interest. Washington has also interested itself in the vital question of agriculture; however, the \$3,000,000 gold voted will only serve to finance farmers within a radius of a few miles around this city; and the gentleman who wanted the vote reduced 5 lakhs must have been most unfamiliar with the agricultural questions of this country; \$3,000,000 gold could be usefully employed. The intentions are good, and prove the trend of thought home, which is the welfare and prosperity of the inhabitants of these islands. The labour question requires imperative attention; two of the important matters we have so long urged being now much more popular in Washington, we venture to hope that the vital one of labour will not be overlooked."

EXCITEMENT ON THE "CHINGTU."

STAMPEDE OF CHINANEN.

A Chinaman named Sue Huen, alias Geo Kwong, 28, was before the Sydney Water Police Court on 2nd inst. on a charge of being a prohibited immigrant, found within the Commonwealth. It appeared that Huen was a passenger by the *Chingtu*, and in January last, when that vessel arrived at Port Darwin, on the journey to Sydney, he asked for permission to be landed there, producing certain documents issued in another State prior to the Commonwealth Immigration Restriction Act. It was discovered, however, that Huen was not the person referred to in the documents, and he was deemed a prohibited immigrant, and detained on board the *Chingtu*. Prior to the vessel sailing for Sydney a number of Chinamen, who had already been prevented from landing, stampeded on board, and during the excitement several of them escaped from the vessel into the streets. Huen was one of these, and was not found till Saturday last. He pleaded guilty, through an interpreter, and was sentenced to three months' imprisonment; but it was explained to him that he would be deported at the earliest opportunity.

THE PLAGUE.

During the two or four hours ended at noon yesterday eight further cases of bubonic plague, making 10 since January 21, were notified as having occurred in Hongkong. The return did not reach this office until 6 p.m. so could not be believed in our issue that evening. The cases were from the water Police Station, 24 Fourth Street, 88 Hollywood Road, 17 Anty Terrace, 20 Bridges Street, cargo boat No. 133, 401 and 402 dipping bodies having been found on the Mong Kok Reclamation ground, and near 355 Des Vaux Road, West.

To-day's returns are not yet to hand.

SHIPPING AND MAIL NEWS.

MAILS DUE
English (Australia) 27th inst.
German (Prinz Heinrich) 27th inst.
German (Kaiserin) 27th inst.
American (Siberia) 27th inst.
The B.S. Co.'s steamer *Shanghai* arrived at Victoria, B.C., on the 22nd inst.
The T. K. K. steamer *Railway* (Mars) left Manila this afternoon, and is expected here on Friday, the 27th inst., at about 3 p.m.

SAN MIGUEL
San Miguel. San Miguel.

SAN MIGUEL
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Shipping—Steamers.
OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 26th March.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th March.
GLASGOW and LIVERPOOL	"JASON"	On 28th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 29th March.
GLASGOW and LIVERPOOL	"KEEMUN"	On 30th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"KINTUCK"	On 31st March.
LONDON and ANTWERP	"CLAUDUS"	On 1st April.
LONDON and ANTWERP	"PING SUEY"	On 2nd April.
LONDON and ANTWERP	"DEUCALION"	On 3rd April.
LONDON and ANTWERP	"AGAMEMNON"	On 4th April.
LONDON and ANTWERP	"PATROCLOS"	On 5th April.
LONDON and ANTWERP	"CALCHAS"	On 6th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 28th March.
	"KEEMUN"	On 18th April.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th March, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINGAN"	25th March.
SWATOW, CHEFOO and TIENSIN	"NANCHANG"	26th "
CEBU and ILOILO	"KATONG"	27th "
YOKOHAMA and KOBE	"TAIYUAN"	28th "
SHANGHAI	"KANSU"	1st April.
MANILA	"CHINGTU"	4th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	4th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—R.D.G.D. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd March, 1903.

Hongkong-Manila.
Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 28th March, at 10 A.M.
ZAFIRO	2540	R. Rodger	Do.	Saturday, 4th April, at 10 A.M.
PERLA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st March, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Mar. 26, 1903.
"INDRAVELLI"	4,899	W. E. Craven	Apr. 16, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Apr. 16, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 29th March
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 1st April.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 5th April.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 8th April.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 25th March, 1903.

Shipping.
STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.
STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th January, 1903.

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 957 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electric Light. Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.
Hongkong, 17th January, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including. This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class	\$2.00
2nd "	1.00
3rd "	50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 10th March, 1903.

FOR SINGAPORE, RANGOON AND MOULMEIN.

THE Steamship

"FREIBURG," Captain Proesch, will be despatched for the above Ports on THURSDAY, the 2nd April, at Noon.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 23rd March, 1903.

TOYO KISEN KAISHA

REGULAR SERVICE.

MANILA LINE.

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	Tuesday, 31st instant, at Noon.
ROSETTA MARU	N. Tate	3,876	Friday, 3rd April, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 24th March, 1903.

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

STEAM FOR FUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at Through Rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON," Captain Klausberger, will be despatched as above on WEDNESDAY, the 1st April, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents,
Princes Buildings.

Hongkong, 24th March, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at TONKIN, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above Ports, on THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th March, 1903.

Shipping.
STEAMERS.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

4,374 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$3 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

FOR ILOILO (DIRECT).

THE Steamship

"I. DE LA RAMA,"

Captain F. Such, will be despatched as above TO-MORROW, the 26th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

HIJOS DE I. DE LA RAMA,
19, Connaught Road.

Hongkong, 21st March, 1903.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KUMANO MARU,"

5,000 Tons, Captain H. Fraser, will be despatched for the above Port on FRIDAY, the 27th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 21st March, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 27th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd March, 1903.

Intimation.
THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a re-

freshing, tonic, and a powerful agent in the treatment of the urinary organs, especially in cases of catarrh, stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-known remedies have been completely employed.

THERAPION No. 2 is a re-

freshing, tonic, and a powerful agent in the treatment of the blood, and is especially adapted to the treatment of the lymphatic system, and all diseases for which it has been too much a fashion to employ mercury, arsenic, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thereby eliminates every noxious matter from the body.

THERAPION No. 3 is a re-

freshing, tonic, and a powerful agent in the treatment of the nervous system, and all diseases for which it has been too much a fashion to employ opium, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 4/6 and 4/0. In other parts, state which of the three numbers is required, and obtain it from the nearest Dispensary or from the Government Stamp (the white letters on a red ground) affixed to every package by order of the Ministry of Commerce, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

Shipping.

ARRIVALS.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th Mar.—Cebu 15th Mar., and Iloilo 20th, Hump and Sugar.—Butterfield & Swire.

THALES, British steamer, 820, A. J. Robson, 24th Mar.—Swatow 23rd Mar., General.—Douglas, Lapraik & Co.

BULYSS, British steamer, 3,968, G. E. S. Bramston, 24th Mar.—Singapore 23rd Mar., Petrol, Amoy, and Hongkong 24th Mar.

HAUOONG, British steamer, 783, S. Gibson, 24th Mar.—Amoy 23rd Mar., General.—Douglas, Lapraik & Co.

YAWATA MARU, Japanese steamer, 2,366, A. E. Moses, 24th Mar.—Manila 22nd Mar., General.—Nippon Yusen Kaisha.

WOKOKOI, German steamer, 1,120, W. Reher, 24th Mar.—Bangkok 18th Mar., Rice.—Butterfield & Swire.

BRUNHILDE, German steamer, 872, H. Seick, 24th Mar.—Saigon 19th Mar., Rice and Rice-flour.—Sander, WIELER & Co.

COLUMBA, American ship, 773, Sogoue, 24th Mar.—Pugot Sound 22nd Jan., Lumber.—Butterfield & Swire.

HONG WAN I, British steamer, 2,025, Pestey, 24th Mar.—Singapore 17th Mar., General.—Chinese.

SOCOTRA, British steamer, 3,895, G. I. Benton, R.N.R., 25th Mar.—London 14th Feb., and Singapore 19th Mar., General.—P & O S. N. Co.

DAIJIN MARU, Japanese steamer, 900, T. Ogata, 25th Mar.—Tamsui 22nd and March, General.—Osaka Shosen Kaisha.

FRITHJOY, Norwegian steamer, 891, Haraldsen, 25th Mar.—Saigon 20th Mar., Rice and Flour.—Sander, WIELER & Co.

MEEFOD, Chinese steamer, 1,231, C. Stewart, 25th Mar.—Shanghai via Swatow 20th Mar., General.—C. M. S. N. Co.

HAILAN, French steamer, 377, Merlees, 25th Mar.—Pakhoi and Hoibow 24th Mar., General.—A. R. Marty.

FAUSANG, British steamer, 1,410, T. A. Mitchell, 25th Mar.—Neuchwang and Chefoo 20th Mar., Pens and General.—Jardine, Matheson & Co.

HAICHING, British steamer, 1,267, A. E. Hodgkins, 25th Mar.—Fochow 22nd Mar., Amoy 23rd, and Swatow 24th, General.—Douglas, Lapraik & Co.

NANCHANG, British steamer, 1,062, J. Robinson, 25th Mar.—Canton 24th Mar., General.—Butterfield & Swire.

ECLIPSE, British cruiser, 5,600, Robert H. Jukes, 25th Mar.—from Practice.

WAKASA MARU, Japanese steamer, 3,881, J. B. Macmillan, 25th Mar.—London 20th Mar., Singapore 20th March, General.—Nippon Yusen Kaisha.

ROSSIJI, Russian steamer, 1,374, G. Stenins, 25th Mar.—Moji 19th Mar., Coals.—E. A. Trading Co.

Clearances at the Harbour Office.

Sungliang, British str., for Manila.

Hijon, British str., for Swatow.

Kongman, British str., for Canton.

Germans, British str., for Hoibow.

Telmachus, German str., for Saigon.

Chikong, British str., for Macao.

Devawongse, German str., for Swatow.

Simongan, Dutch str., for Shanghai.

Fausang, British str., for Canton.

Yawata Maru, Japanese str., for Nagasaki.

Le Rhone, French str., for Canton.

Wingchui, British str., for Macao.

Hong Wan I, British str., for Amoy.

Amara, British str., for Singapore.

Departures.

Mar. 24, China, American steamer, for San Francisco.

Mar. 25, Thales, British str., for Swatow.

Mar. 25, Amoy Maru, Jap. str., for Coast Ports.

Mar. 25, Devawongse, Ger. str., for Rangkok.

Mar. 25, Simongan, Dutch str., for Shanghai.

Mar. 25, An Pho, British str., for Amoy.

Mar. 25, Cresty, British cruiser, for Wei-hai-wei.

Mar. 25, Sungliang, British str., for Manila.

Mar. 25, Amara, British str., for Singapore.

Mar. 25, Longmoon, Ger. str., for Shanghai.

Mar. 25, Arlie, British str., for Iloilo.

Mar. 25, Tai-chang, German str., for Swatow.

Mar. 25, Yawata Maru, Jap. str., for Japan.

Mar. 25, Michael Jensen, German str., for Hoibow.

Passengers—Arrived.

Per Hailong, from Amoy—76 Chinese.

Per Thales, from Swatow—Mr. Li Chau Pau, and 36 Chinese.

Per Hailong, from Coast Ports—Mr. Yo Cheng, and 172 Chinese.

Per Kaifong, from Cebu, &c.—Mrs. I. Montilla, Misses Montilla, Inique, Langheim, Messrs. W. Hannab, & Robinson, R. B. Blackney, C. Reina, 34 Chinese and 5 Japs.

Per Yawata Maru, from Australian Ports for Hongkong, Mr. and Mrs. W. J. Robertson, Mrs. and Miss Biddlecombe, Mr. and Mrs. H. E. Kamsay, Mrs. Mourmer, Mrs. Helmut, Miss Lackman, Messrs. D. Lanyon, H. J. Garrell, A. H. Whitman, Bethune, and Fitzgerald, for Yokohama—Mr. and Mrs. L. M. Calvert, Mr. and Mrs. J. Marks, and Mr. and Mrs. C. W. Nelson, and Mr. and Mrs. E. J. Brooks, Mr. and Mrs. A. G. White, Mr. O. Robertson, Mrs. Mourmer, Mrs. Helmut, Mrs. C. P. Smith, Mrs. Fullerton, Mrs. and Miss Paul, Misses F. and L. Robertson, Marks, Reading, Morgan, Nyulasy, Burns, Dr. Elliot, Messrs. Stevens, G. Marshall, J. S. de Beunne, Mr. G. W. Goodson, D. Burns, W. R. Ballie, and Woodward.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the OFFICERS or the CREW of the following Vessel during her stay in Hongkong Harbour:

HOWARD D. TROOP, British-masted barque, 1,200 tons, Captain W. D. Corning, Manager.

Hongkong, 17th March, 1903.

Departed.

Per Shinano Maru, for Seattle, &c.—Mr. T. Sumii, Mrs. Grant Fitch, Mrs. Willis,

We publish first the names of shipping firms in the style in which "Steamers Expected" and "Projected Sailings" are published in these columns and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to supply office on the forms already supplied gratis, with the latest available information every day.

Gentlemen's
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WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
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General Drapers, Dressmakers, Milliners, Hosiers,
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